

AMENDMENTS TO THE CLAIMS

Claim 1 (Currently Amended): A method of manufacturing a full face vehicle wheel comprising the steps of:

providing a wheel rim with one opening brim thereof formed to be a flange portion while the other opening brim is formed to be a peripheral joining end;

providing a wheel disk with the periphery thereof formed to be a flange portion for supporting a tire bead sidewise, with said peripheral joining end being configured to be welded to the back surface of said wheel disk,

providing the back surface of the wheel disk in advance with an annular joining groove;

providing the peripheral joining end of the wheel rim in advance with an inside slope peripheral [[end]] surface;

seating and positioning said peripheral joining end on the bottom surface of the annular joining groove, thereby[[;]] forming a welding heat confining annular region as a void surrounded by [[the]] an inside groove wall of the annular joining groove, a [[the]] bottom surface of the annular joining groove and the inside slope peripheral surface of the peripheral joining end; and

welding the annular joining groove to an edge of the peripheral joining end at an outside surface of the wheel rim, [[so]] such that weld metal is formed to file the welding heat confining region and the wheel disk and the wheel rim are joined.

Claim 2 (Original): The method of manufacturing the full face vehicle wheel of Claim 1, wherein the inside slope end surface formed at the peripheral joining end of the wheel rim has a slope angle within a range greater than about three degrees and not greater than about 60 degrees relative to the bottom surface of the annular joining groove.

Claim 3 (Previously Presented): The method of manufacturing full face vehicle wheel of Claim 1, further comprising the steps of:

forming the inside slope end surface of the peripheral joining end of the wheel rim by bending the opening brim where said peripheral joining end is formed toward the inside of the wheel rim.

Claim 4 (Previously Presented): The method of manufacturing the full face vehicle wheel of Claim 1, further comprising the steps of:

forming the outside groove wall of the annular joining groove to tilt outward by an angle within a range greater than about 40 degrees and not greater than about 90 degrees relative to the bottom surface of the annular joining groove.

Claim 5 (New): A method of manufacturing a full face vehicle wheel comprising the steps of:

providing a wheel rim with one opening brim thereof formed to be a flange portion while the other opening brim is formed to be a peripheral joining end;

providing a wheel disk with the periphery thereof formed to be a flange portion for supporting a tire bead sidewise, with said peripheral joining end being configured to be welded to the back surface of said wheel disk,

providing the back surface of the wheel disk in advance with an annular joining groove;

providing the peripheral joining end of the wheel rim in advance with an inside slope peripheral surface;

seating and positioning said peripheral joining end on the bottom surface of the annular joining groove, thereby forming a welding heat confining annular region as a void surrounded by an inside groove wall of the annular joining groove, the bottom surface of the annular joining groove and the inside slope peripheral surface of the peripheral joining end, and forming an outside space in the annular groove that opens away from an outside surface of the peripheral joining end; and

welding the annular joining groove to an edge of the peripheral joining end by flowing metal in a liquid state melted from welding wire to fill said outside space, such that the annular joining groove and the peripheral joining end are melted by the liquid-state metal and the liquid-state metal fills the welding heat confining annular region, so that the wheel disk and the wheel rim are joined.

Claim 6 (New): The method of manufacturing the full face vehicle wheel of Claim 1, wherein said welding step fuses an entire surface of the an inside slope peripheral surface to form liquid-state metal which fills the welding heat confining annular region, and joins the annular joining groove and the peripheral joining end so that the wheel disk and the wheel rim are joined.

Claim 7 (New): The method of manufacturing the full face vehicle wheel of Claim 1, wherein said welding step fuses an entire surface of the an inside slope peripheral surface to form liquid-state metal which fills the welding heat confining annular region, and joins the annular joining groove and the peripheral joining end so that the wheel disk and the wheel rim are joined.